

\$
626.7
H8cm
Oct
1962

THE CENTER LINE

MONTANA HIGHWAY COMMISSION



Vol. V., No. 9.

October, 1962

Montana Highway Wins Honor



The above photo shows a portion of Interstate Route 94, just west of Miles City, which has been selected by Parade Magazine as one of the 20 finalists in their annual competition for the highway which best embodies the high principles of land use, planning, construction and design.

We are pleased and very proud of this honor.

AWARD SHEET		Letting September 26, 1962	
Project No.	Amount of Bid	Bidder	Address
F 28(4) Roundup-Grass Range (Road) Petroleum & Fergus Counties	\$ 551,587.84	Stanley H. Arkwright, Inc.	Billings, Mont.
I-IG 90-6(5)276U1 Three Forks to Logan (Road) Gallatin County	\$1,202,853.72	Earl L. McNutt Co.	Eugene, Ore.
I-IG 90-6(5)276U2 Three Forks to Logan (Fence) Gallatin County	\$ 31,899.35	J. C. Denton & Sons, Inc.	Beaverton, Ore.
I 90-6(7)278 Three Forks to Logan (Bridges) Gallatin County	\$ 181,131.02	Haggerty-Messmer Co.	Bozeman, Mont.
I 90-6(8)277 Three Forks to Logan (Bridges) Gallatin County	\$ 159,278.88	Haggerty-Messmer Co.	Bozeman, Mont.
I 90-8(11)444 W. Billings Int. (Bridges) Yellowstone County	\$ 249,092.12	W. P. Roscoe Co.	Billings, Mont.
I 94-2(5)55U1 Big Horn-East (Road) Treasure County	\$1,663,818.19	Stanley H. Arkwright, Inc.	Billings, Mont.
I 94-2(5)55U2 Big Horn-East (Fence) Treasure County	\$ 40,494.50	Walter Mackin & Son	Billings, Mont.
F 153(8) Dodson-Malta (Road) Phillips County	\$ 828,674.45	Baltrusch Const. Co. Inc. & Affiliates	Havre, Mont.
F 210(3), F 227(5) & F 227(6) Babb-South & Kiowa Jct.- Babb (Road) Glacier County	\$ 615,929.12	Schultz & Lindsay Const. Co.	Fargo, N. D.
F-FG 258(12) Wyoming Line-Bridger (Road) Carbon County	\$ 186,808.40	Schultz & Lindsay Const. Co.	Fargo, N. D.
F 315(16)U1 Van Norman-Glasgow (Road) McCone County	\$ 828,674.45	Baltrusch Const. Co. Inc. & Affiliates	Havre, Mont.
S 192(3) Kings Ave. Road West (Bridge) Yellowstone County	\$ 90,768.90	W. P. Roscoe Co.	Billings, Mont.
SMP 4299-62 Various (Crsh. & Stk. Pile) Richland & Dawson Counties	\$ 117,120.00	Albert Lalonde Co.	Sidney, Mont.
Total for Month—\$6,567,368.36			
Total for Year— \$31,527,280.57			

WINTER DRIVING

1. HAVE GOOD TIRES AND TIRE CHAINS. Have good tires, snow tires if you prefer, and use reinforced tire chains for very slippery and severe conditions. Remember, worn tires or worn chains are not as effective. But with snow tires or even with the greater help of reinforced tire chains, slower than normal speeds are a "MUST" on snow and ice.

2. BE ABLE TO SEE AND BE SEEN. Keep windshield and windows clear. Turn on headlights during daytime snow storms to help others see you. Be sure that your wiper blades and heater defroster are working properly. Clear the snow and ice from your windshield and from all windows of your car. Lower back windows slightly to ventilate and keep the inside glass from fogging.

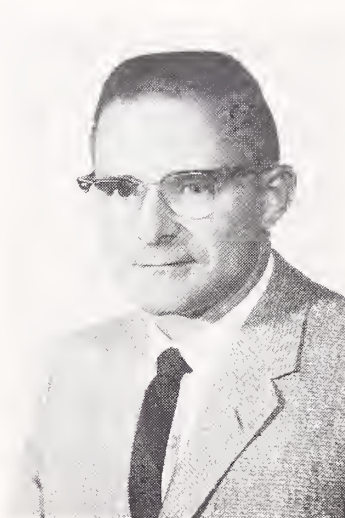
3. GET THE FEEL OF THE ROAD. Keep a check on the slipperiness of ice and snow and adjust your speed to keep control. Where you won't surprise the driver behind, "feel the road" with a single short brake application, or press the accelerator an instant to find how easily wheels will slide or spin. Maintain adequate traction, for it is your most important safeguard in winter driving.

4. FOLLOW AT A SAFE DISTANCE. Keep well back of the vehicle ahead so that you will have plenty of room to stop. It takes from three to twelve times more distance to stop on snow and ice than it takes on dry pavement. It's hard to explain why you couldn't stop when the driver ahead did.

5. BRAKE BEFORE TURNS. Anticipate braking needs and start slowing down well before you reach a turn, icy intersection or slippery crest of a hill. Slow down to a safe speed to avoid: a front end skid at a turn; a rear end skid on a curve; sliding into an intersection, or tobogganing down a hill out of control. Braking before turns also gives you an opportunity to get the "feel" of the road and to adjust speed accordingly.

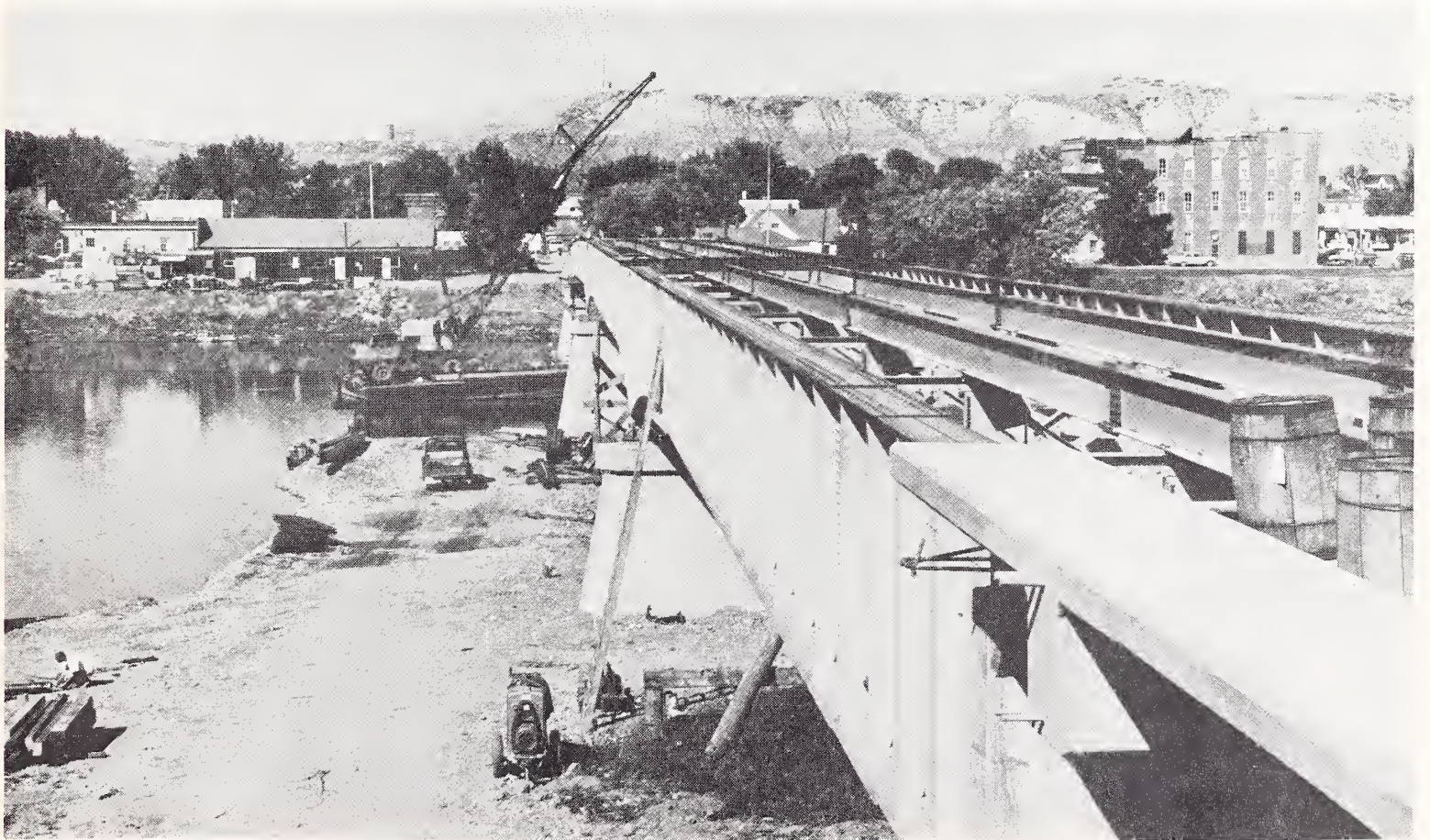
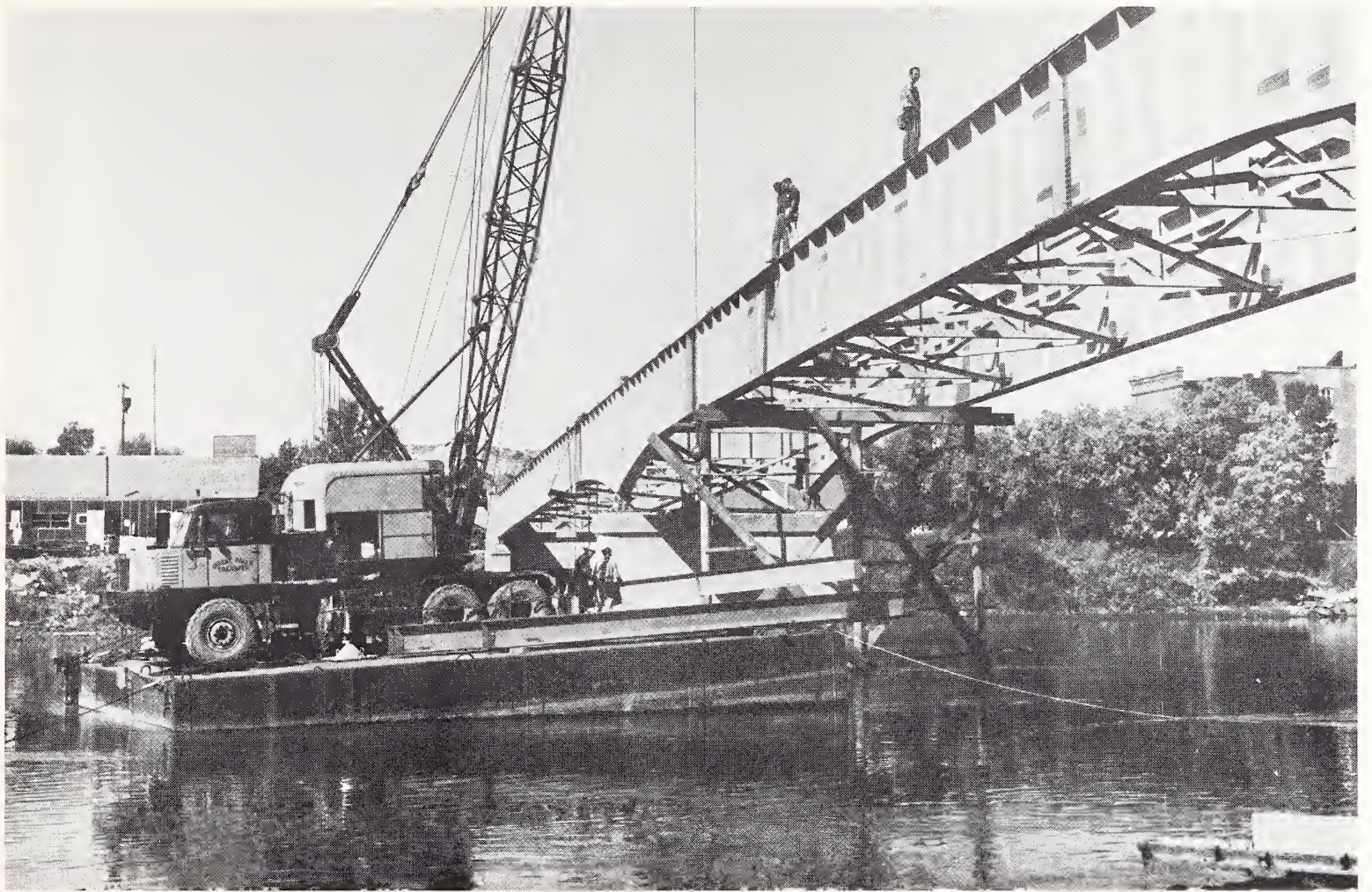
6. PUMP YOUR BRAKES. Pump your brakes to maintain best steering control when braking on icy or slippery snow. Pumping is a fast, locking application and full release of the brakes—one, two or more times per second. This gives short intervals of maximum braking separated by short intervals of effective steering while wheels are rolling.

POIRIER NAMED TRAFFIC ENGINEER



Paul Poirier, former Assistant Traffic Engineer has been promoted to Traffic Engineer to succeed Maurice Richey. The appointment was effective Oct. 15.

Paul first worked for the Highway Department the summer after he returned from Glider Pilot duty with the Air Force in France in 1946, and worked during the summers until he got his degree in Civil Engineering from Montana State College in 1948. He went to work full time after his graduation with the Bridge Division, and progressed under Mr. Jones to a Senior Bridge Engineer, and then in 1956 to the Traffic Division as Assistant Traffic Engineer, where he has remained until now.



Work is progressing nicely on the new Fort Benton Bridge, with much of the steel work now in place. These two photos show Nelson Construction Company's men placing some of the steel.

THE BYPASSED COMMUNITY

The report from the August issue of *Better Roads* on what happens to a bypassed community was very interesting to us because it had factual data, based on a study of a community in South Dakota that compares favorably with several towns in Montana that are concerned about highway relocation in their area.

What Happens to a Bypassed Community?

Study indicates loss of transient business offset by gain in other retail business.

WHAT HAPPENS to a community when a highway that had gone down Main St. is made to bypass it outside the city limits? Broadly stated, the general result is that transient business decreases and local business increases more than enough to take up the slack. These were the findings of a 5-year study made in Tripp, S. D., from 1956 through 1960 by the research and planning division of the South Dakota Department of Highways.

Tripp is served by two highways—U. S. Route 18 that runs east and west and South Dakota Route 37 that runs north and south. Until 1940, U. S. Route 18 had gone through the city on the north side of the business district. Then it was moved ½-mile north of the city limits. South Dakota Route 37 had gone through Main St. until 1957 when it was moved west of town and a business-access route was built. Work on the relocation was started in the summer of 1957 and completed in August, 1958.

The base year used for comparison of business activity was 1956, when South Dakota Route 37 went through Main St. and traffic was unaffected by construction. Tripp's population was 913 in 1950 and declined to 837 in 1960, while that of surrounding Hutchinson County was 11,423 in 1950 and declined to 11,085 in 1960. The trend of decline was similar to other areas in South Dakota unaffected by highway construction or relocation.

Taxable retail sales in Tripp were 15.8 per cent more in 1960 than in 1956, while those for the county increased 15.2 per cent for the same period. There was a 17 per cent decline in through-traffic in Tripp after the relocation and a 14 per cent increase in local traffic. All stops by through traffic declined 54 per cent, but none of the busi-

nesses such as service stations, motels, restaurants or taverns moved out to the highways.

Gasoline gallonage pumped by the service stations declined 16 per cent from the 1956 base through 1960, but service-station dollar volume increased, indicating more intensive merchandising of their items. The study also said it was felt the bottom of the decline in gasoline sales had been reached and that increases were expected from now on.

Before the relocation of South Dakota Route 37 only 14 per cent of all traffic in town had the business district as its destination. Afterward, 40 per cent of the traffic was going to the business district.

The net effect of the relocation was to remove 235 vehicles—175 passenger cars and 60 trucks—from daily traffic on city streets, which should have a positive and long-term bearing on reducing accidents. Part of the increased business along Main St. was believed to be the result of the removal of through traffic, making it easier for people from the area to find parking facilities while they stopped. The study indicates that Tripp more than made up its loss in through traffic business in increased local business.

For the most part, the Tripp study reinforced findings of a study made in Tyndall during the 1955-1957 period. In Tyndall, South Dakota, Route 50 had gone through Main St. until it was relocated on the south city limits.

Both studies pointed out that business serving the driving public—service stations, rooming houses, drive-ins, taverns, and the like—lost some trade because of the construction of a bypass route. But retail business, such as drug, department, grocery, apparel, hardware and feed stores and the like, that comprise the bulk of total retail outlets attracted more than enough additional local business to offset the losses.

C. P. Jorgneson, manager of the research and planning division, pointed out that one of the most interesting things in the study was that "none of the businesses serving the traveler were damaged so severely they felt it mandatory to move out to the highway. It's equally obvious their loss is made up by other retail outlets, and that the community is general healthier than before."

108	F - 42 (1) U 1	12-31-62	9.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 43 - Wisdom West) .
109	F - 149 (16)	9-15-63	9.7 miles grading, drainage, aggregate surfacing and plant mix bituminous oiling . (U. S. 87 - Northeast of Great Falls) .
110	U - F 296 (15) U 2	12-31-62	Widen one 35 foot treated timber bridge to 60 foot roadway . (Montana 3 - In Billings) .
	U - F 296 (15) U 1	10-1-63	4.2 miles (0.8 miles four lane) grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (Montana 3 - Billings Northwest) .
111	FHP 13 - F6 *	1962	2.1 miles grading, drainage, and surfacing . (U. S. 2 - East of West Glacier) .
112	F - 333 (31)	12-31-62	One 173 foot prestressed concrete beam bridge - Armells Creek (Montana 19 - North of Roy) .
114	FHP 32 - 1 (1) *	1962	26.9 miles plant mix bituminous surfacing . (U. S. 89 - South of Neihart) .
115	U - FG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling . One concrete underpass - N.P. RR. (U. S. 10 - In Billings) .
116	F - 238 (8) U 1	6-15-63	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 287 - North of Wolf Creek) .
	F - 238 (8) U 2	12-31-62	One 294 foot riveted plate girder bridge - Dearborn River . (Montana 287 - North of Wolf Creek) .
117	F - 28 (4)	9-15-63	5.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 87 - South of Grass Range) .
119	F - 62 (11)	12-31-62	8.2 miles plant mix bituminous surfacing . (U. S. 2 - East of Galata) .
120	F - 213 (4)	12-31-62	Repair three ice damaged piers of bridge - Yellowstone River . (U. S. 10 - In Glendive) .
121	F - FG 219 (16) U 2	12-31-62	One 173 foot prestressed concrete beam overpass - N.P. RR. (U. S. 10 A - Northwest of Missoula) .
	F - FG 219 (16) U 1	12-31-62	9.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 10 A - Northwest of Missoula) .
122	U - 112 (3) U 229 (15) &	12-31-62	2.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 30 foot concrete slab bridge - Big Spring Creek (Montana 20 - Lewistown Main Street) .
	U - 235 (32)		
123	F - 191 (20) U 1	9-1-63	7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 93 - North of Polson) .
	F - 191 (22)	4-30-63	7.3 miles seeding and mulching . (U. S. 93 - North of Polson) .
124	F - 260 (7) & F 353 (8)	8-15-63	5.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 2 - West to East of West Glacier) .
125	F - 13 (6) U 2	7-30-63	4.0 miles seal and cover oiling . (U. S. 89 - Livingston South) .
126	F - 86 (20) U 1	12-31-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 12 - East of Miles City) .
127	F - 184 (15)	4-30-63	1.1 miles seeding and mulching . (U. S. 10 - North of Deer Lodge) .
128	F - 43 (15) U 2	7-30-63	31.4 miles seal and cover oiling . (Montana 43 - West to East of Ralston) .
129	F - 217 (12) U 2 &		
	F - 217 (13) U 2	7-30-63	24.0 miles seal and cover oiling . (U. S. 89 - South to North of Emigrant) .
130	F - FG 215 (7)	6-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 972 foot steel and concrete bridge - C.M.S.T.P&P RY and Clark Fork . (U. S. 93 - In Missoula) .
131	F - 391 (14)	4-30-63	9.1 miles seeding . (Montana 20 - East of Circle) .
132	F - 189 (7)	4-30-63	6.9 miles seeding . (U. S. 2 - East of Nashua) .
	F - 232 (5)	4-30-63	9.3 miles seeding . (U. S. 2 - Roosevelt County Line West) .
133	F - 153 (8)	10-1-63	9.0 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 2 - East of Dodson) .
134	F - 246 (10)	4-30-63	9.2 miles seeding . (Montana 20 S - West of Glendive) .
135	F - 103 (10) U 1 &	12-31-62	11.5 miles grading, cement stabilized base, surfacing, drainage, plant mix bituminous and seal coat oiling . Widen 57 & 75 foot treated timber bridges to 36 foot width - Box Elder Creek . (Montana 19 - Roy Northeast) .
	F 333 (28) U 1		
136	F - FG 273 (12)	4-30-63	0.8 miles seeding (Montana 16 - South of Culbertson) .
137	U - 257 (14) U 2	12-31-62	Traffic Signals, signs and highway lighting on Idaho Street . (U. S. 2 - In Kalispell) .
138	F - 210 (3)	10-30-63	6.0 miles plant mix bituminous surfacing . (U. S. 89 - Northwest of Browning) .
	F - 227 (5)	10-30-63	4.0 miles plant mix bituminous surfacing . (U. S. 89 - Northwest of Browning) .
	F - 227 (6)	10-30-63	4.3 miles grading, drainage, aggregate surfacing, and plant mix surfacing . (U. S. 89 - Northwest of Browning) .
139	FHP - 13 - 3 (1) *	1963	4.1 miles grading, drainage and base. One 60 foot reinforced concrete bridge - Bear Creek . One 26 foot concrete slab bridge - Devil Creek . (U. S. 2 - Southwest of East Glacier) .
140	F - FG - 258 (12)	9-15-63	12.9 miles plant mix bituminous surfacing . (U. S. 310 - South of Belfry) .
141	F - 144 (6) U 2	12-31-62	Installation of traffic signals and lighting . (U. S. 2 - First Avenue North in Glasgow) .
142	F - 315 (16) U 1	10-31-63	11.4 miles grading, drainage and aggregate surfacing . (Montana 24 - Southeast of Fort Peck) .
144	F - 180 (5)	12-31-62	1.1 miles (four lane divided) median concrete curbing - Second Avenue North . (U. S. 89 - Great Falls East) .

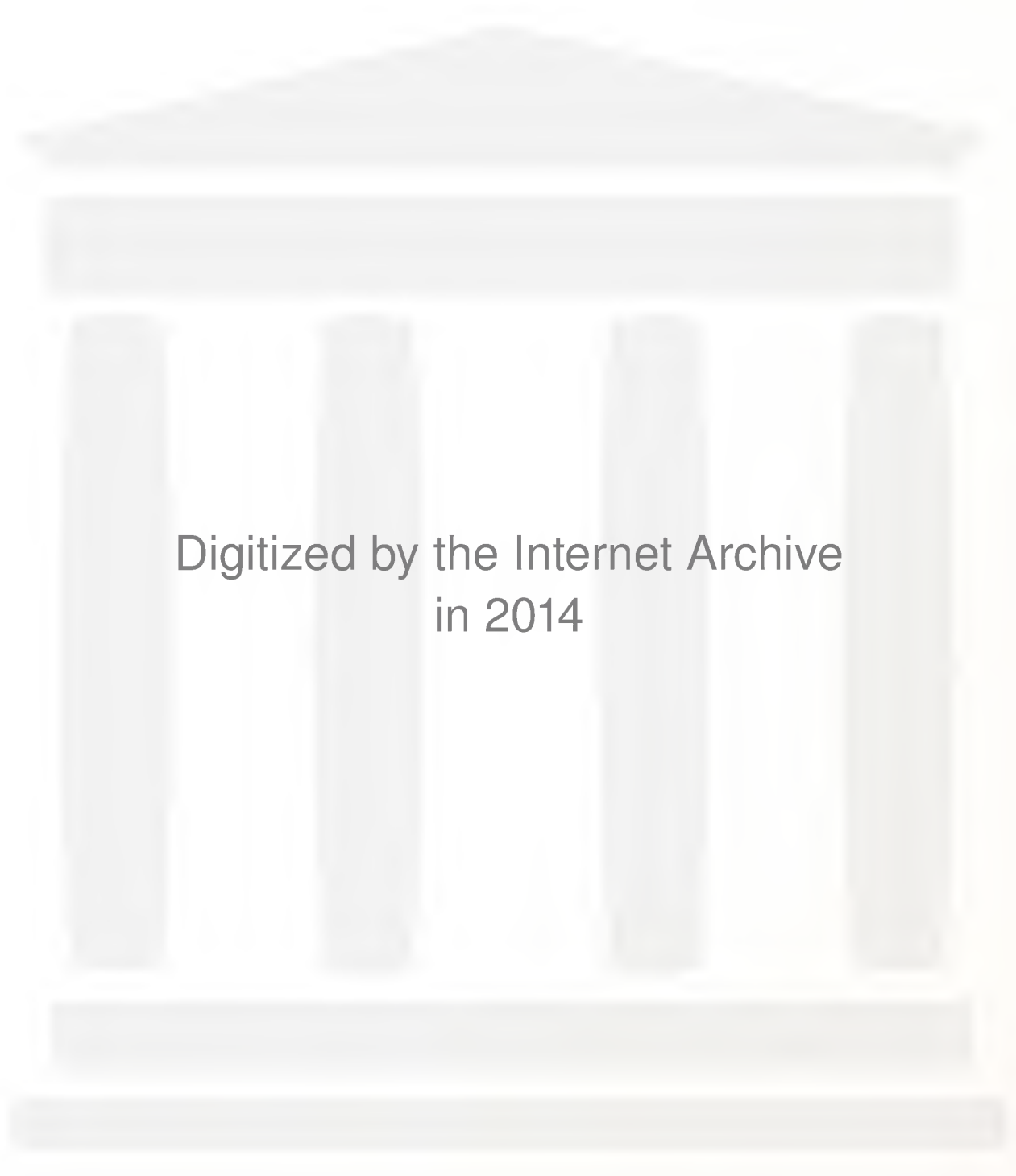
FEDERAL AID SECONDARY PROJECTS

201	S - 6 (4)	12-31-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Townsend) .
202	S - 131 (3) U 1	7-30-63	6.5 miles grading, drainage, aggregate surfacing and plantmix bituminous surfacing . (East of Brady) .
203	S - 258 (4)	12-31-62	7.8 miles grading, drainage and aggregate surfacing . (Junction Montana 20 East Van Norman South) .
204	S - 368 (17)	12-31-62	8.7 miles grading and drainage . (North of Glasgow) .
205	S - 207 (3)	9-15-63	3.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Wyoming Line North - South of Busby) .
206	S - 192 (3)	9-30-63	Dual prestressed concrete beam bridges - I 90 Separation (Southwest of Billings) .
207	FHP 5 - 1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing . (South of Troy) .
208	FLH - 9 (1) U 2	12-31-62	4.4 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (St. Xavier Southwest) .
209	FHP 11-1 (1) & S 391 (1) FHP	1963	32.5 miles grading, drainage, and base. Raising of three timber bridges - Lolo Creek (Lolo to Idaho Line)
210	S - 325 (1) U 1	7-30-63	3.4 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (Southwest of Libby) .
211	S - 333 (2)	12-31-62	5.3 miles grading, drainage, aggregate surfacing . (Southwest of Broadus) .
212	S - 290 (12)	7-31-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 708 foot riveted plate girder bridge - Missouri River . (Fort Benton Southeast) .
214	S - 238 (1) U 1	12-31-62	6.6 miles grading, drainage and aggregate surfacing . (Circle South) .
	S - 238 (1) U 2	12-31-62	Three bridges, One 193 foot prestressed concrete beam - Redwater River, two 38 foot treated timber trestles - Hell and McCune Creeks . (Circle South) .
216	S - 366 (6)	12-31-62	4.1 miles grading, drainage and aggregate surfacing . (Sweetgrass West) .
217	S - US 386 (1)	12-31-62	2.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Northeast of Great Falls) .
218	S - 221 (2)	12-31-62	5.2 miles grading, drainage and aggregate surfacing . (Thompson Falls Southwest) .
219	FHP 9 - 1 (1) *	1962	1.5 miles grading, drainage, and selected topping. One 445 foot reinforced concrete girder bridge - Clark Fork . (East of St. Regis) .
222	S - 259 (2) U 1	7-15-63	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 38 foot treated timber Trestle Bridge - Sand Creek . (Northeast of Forsyth) .
223	S - 290 (13) U 1	12-31-62	9.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Northwest of Geraldine) .
224	S - 2 (15) U 1	10-30-63	1.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Helena) .
225	S - 68 (5) U 1	5-30-63	13.0 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Hilger) .
226	S - 213 (4)	9-30-63	0.9 miles grading, drainage, aggregate surfacing, plantmix bituminous and seal coat oiling . (East of Butte) .
228	S - 239 (2) U 1	12-31-62	13.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (Junction U. S. 2 - East of Nashua North) .
230	S - 12 (9)	12-31-62	4.9 miles grading, drainage, aggregate surfacing, plantmix bituminous and seal coat oiling . (Harlem North) .
231	S - 82 (1)	12-31-62	5.9 miles grading, drainage, aggregate surfacing, plantmix bituminous and seal coat oiling . (Northeast of Choteau) .
232	S - 239 (9) U 1	12-31-62	6.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (South of Chester) .
234	S - 398 (2)	10-30-63	9.6 miles grading, drainage and aggregate surfacing . (Northwest of Baker) .
235	S - 9 (9) U 2	7-30-63	8.5 miles seal and cover oiling . (Southeast of Boulder) .
236	S - 377 (2)	8-15-63	4.0 miles grading, aggregate surfacing, plant mix bituminous and seal coat oiling . (Whitefish North) .
237	S - 77 (6)	12-31-62	0.6 miles grading, drainage and one 142 foot prestressed concrete beam bridge - Smith River . (South of Ulm) .
238	S - 66 (2) U 2	7-30-63	1.2 miles seal and cover oiling . (Emigrant Southeast) .
239	S - 273 (3) U 2	7-30-63	0.8 miles seal and cover oiling . (Northeast of Emigrant) .
240	S - 291 (6)	12-31-62	5.4 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling . (Northwest of Avon) .
247	S - 188 (4)	7-15-63	10.1 miles grading, drainage and aggregate surfacing . (North of Galata) .
248	S - 402 (3)	9-15-63	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Northeast of Culbertson) .

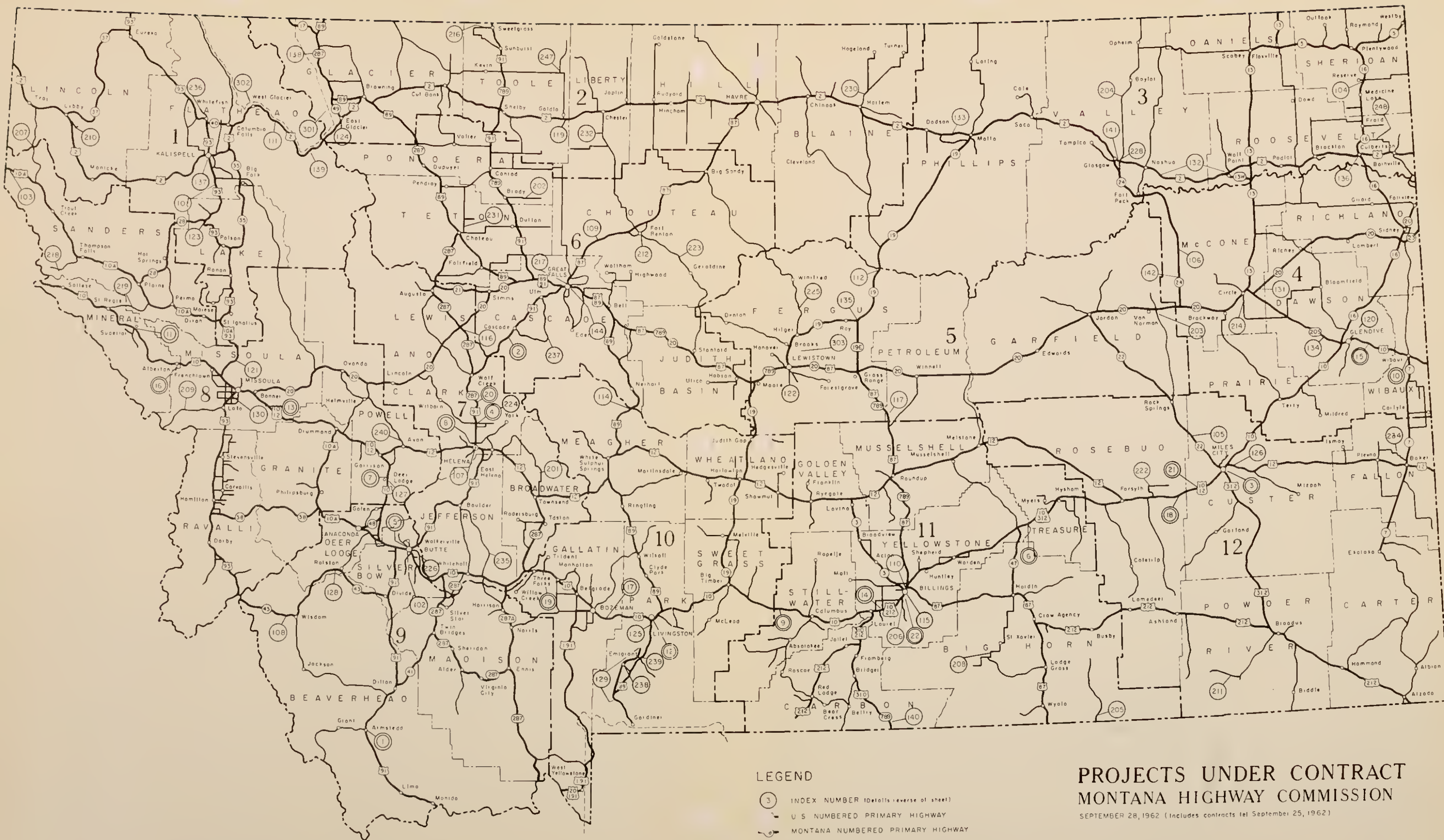
OFF SYSTEM PROJECTS

301	FHP - 2-A2-B2-12-A2 *	1962	7.2 miles grading and aggregate base . (Two Medicine Road and Approach - Northwest of East Glacier) .
302	NP - 8 - A2 *	1962	0.5 miles grading, drainage, surfacing and bituminous surfacing - One 160 foot concrete girder bridge . McDonald Creek, (In Glacier Park - North of West Glacier) .
303	R - AD - 7 (1) *	1962	8.7 miles grading, drainage and aggregate surfacing . (Brooks East) .

* - - - - - Bureau Of Public Roads Projects.



Digitized by the Internet Archive
in 2014



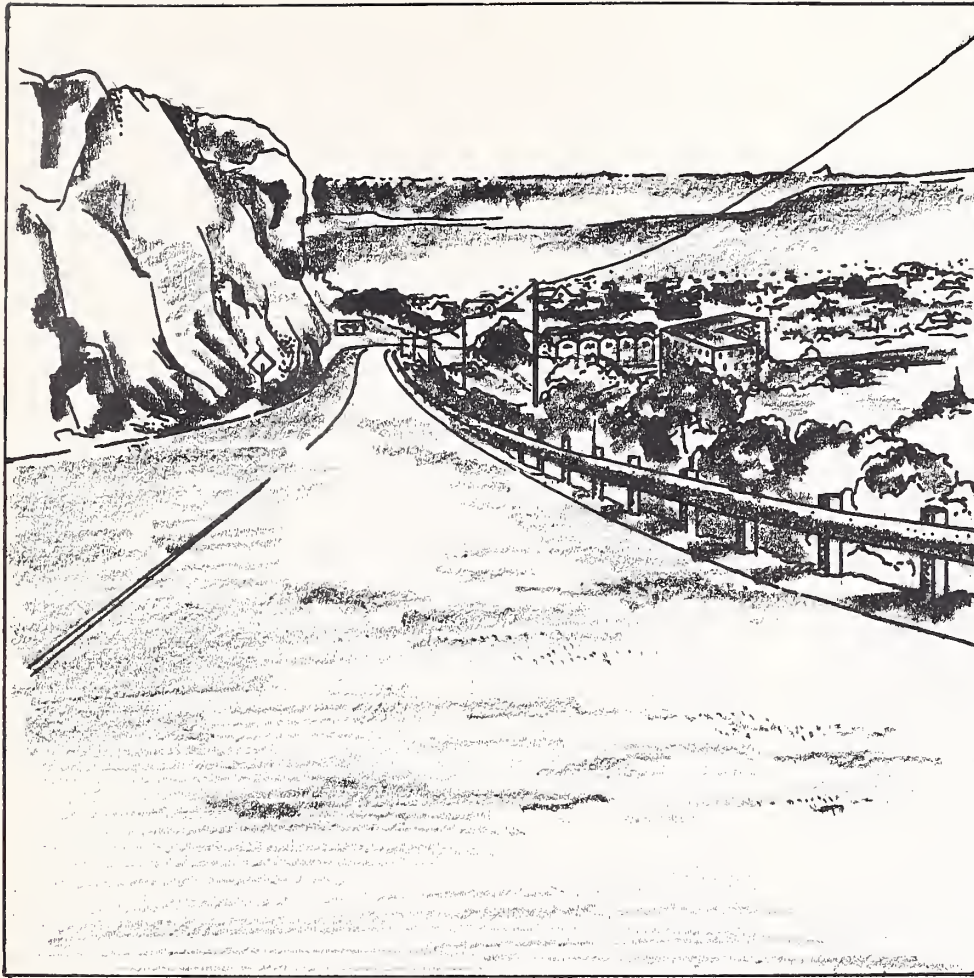
LEGEND

- ③ INDEX NUMBER (Details reverse of sheet)
- U.S. NUMBERED PRIMARY HIGHWAY
- MONTANA NUMBERED PRIMARY HIGHWAY
- SECONDARY HIGHWAY
- 10 FINANCIAL DISTRICT NUMBER

PROJECTS UNDER CONTRACT MONTANA HIGHWAY COMMISSION

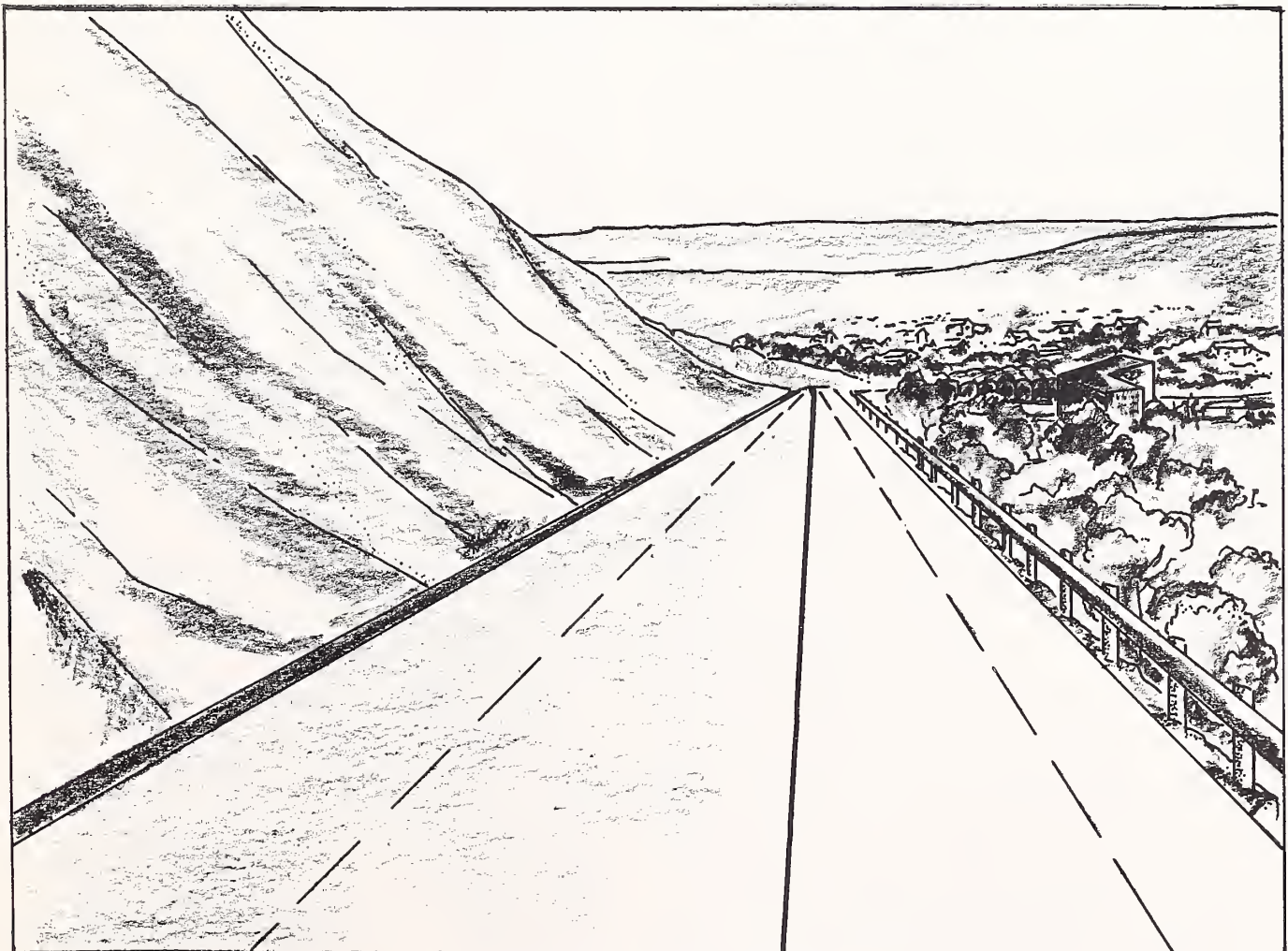
SEPTEMBER 28, 1962 (Includes contracts let September 25, 1962)

Map Index Number	Project Number	Probable Completion Date	LENGTH, TYPE OF CONSTRUCTION AND LOCATION				
FEDERAL AID INTERSTATE PROJECTS							
1	I 15-1 (11) 37 U 1	12-31-62	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 91 - South to North of Armstead) .	108	F - 42 (1) U 1	12-31-62	7.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 43 - Wisdom West) .
	I 15-1 (11) 37 U 3	12-31-62	7.8 miles fencing and cattle guards . (U. S. 91 - South to North of Armstead) .	109	F - 149 (16)	9-15-63	9.7 miles grading, drainage, aggregate surfacing and plant mix bituminous oiling . (U. S. 87 - Northeast of Great Falls) .
	I 15-1 (15) 37 U 4	12-31-62	7.8 miles signing and delineation . (U. S. 91 - South to North of Armstead) .	110	F 296 (15) U 2	12-31-62	When one 35 foot treated timber bridge to 60 foot roadway . (Montana 3 - In Billings) .
2	I 15-5 (12) 239 U 1	11-1-63	9.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Same construction on frontage road . (U. S. 91 - South to North of Cascade) .		U - F 296 (15) U 1	10-1-63	4.2 miles (0.8 miles four lane) grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (Montana 3 - Billings Northwest) .
	I 15-5 (13) 239 U 3	11-30-63	9.7 miles fencing . (U. S. 91 - South to North of Cascade) .	11	FHP 13 - F6 *	1962	2.1 miles grading, drainage, and surfacing . (U. S. 2 - East of West Glacier) .
	I 15-5 (17) 239 U 4	12-31-63	9.7 miles signing and delineation . (U. S. 91 - South to North of Cascade) .	112	F - 333 (31)	12-31-62	One 173 foot prestressed concrete beam bridge - Arnella Creek (Montana 19 - North of Hoy) .
3	I 94-4 (6) 136 U 1	12-31-62	11.6 miles grading, drainage, aggregate surfacing, Portland Cement paving, plant mix bituminous and seal coat oiling . Three: 20 foot and two 10 foot concrete slab junior grade separations . One 168 foot prestressed concrete beam structure - Baker Road Interchange U. S. 12 . (U. S. 10 - Miles City - East) .	114	FHP 32 - 1 (1) *	1962	26.9 miles plant mix bituminous surfacing . (U. S. 89 - South of Heihart) .
	I 94-4 (6) 136 U 1	12-31-62	11.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Same construction on frontage road . (U. S. 91 - South to North of Cascade) .	115	U - FG 228 (16)	11-30-63	1.5 miles grading, drainage, cement stabilized base, aggregate surfacing, concrete pavement, plant mix bituminous and seal coat oiling . One concrete underpass - N.P. RR. (U. S. 10 - In Billings) .
	I 94-4 (6) 136 U 2	12-31-62	11.6 miles fencing . (U. S. 10 - Miles City - East) .	116	F - 238 (8) U 1	6-15-63	8.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Montana 287 - North of Wolf Creek) .
4	I 94-4 (10) 127	12-31-62	20.9 miles signing and delineation . (U. S. 10 - West to East of Miles City) .		F - 238 (8) U 2	12-31-62	One 294 foot riveted plate girder bridge - Dearborn River . (Montana 287 - North of Wolf Creek) .
	I 15-4 (6) 186 U 3	12-31-62	Three prestressed concrete beam structures . Dual 118 foot - County Road Separation . One 205 foot - Lincoln Road Interchange . (U. S. 91 - North of Helena) .	117	F - 28 (4)	9-15-63	5.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 87 - South of Grass Range) .
	I 15-4 (6) 186 U 1	10-30-63	8.2 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Frontage roads . (U. S. 91 - Helena North) . Weigh Station.	119	F - 62 (11)	12-31-62	8.2 miles plant mix bituminous surfacing . (U. S. 2 - East of Galata) .
	I 15-4 (6) 186 U 2	12-31-62	One 50 foot prestressed concrete beam bridge - Ten Mile Creek . Note: structure carries two 38 foot Interstate and one 24 foot frontage roadways . (U. S. 91 - Helena - North) .	120	FHP 32 - 1 (1) *	12-31-62	Repair three ice damaged piers of bridge - Yellowstone River . (U. S. 10 - In Glendive) .
	I 15-4 (6) 186 U 4	6-30-63	8.2 miles fencing and cattle guards . (U. S. 91 - Helena - North) .	121	F - FG 219 (16) U 2	12-31-62	One 173 foot prestressed concrete beam overpass - N.P. RR. (U. S. 10 A - Northwest of Missoula) .
5	I 15-2 (14) 127 U 1	9-30-63	2.7 miles four lane divided, grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 91 - In Butte) .	122	F - FG 219 (16) U 1	12-31-62	9.8 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 10 A - Northwest of Missoula) .
	I 15-2 (14) 127 U 2	9-30-63	2.7 miles fencing . (U. S. 91 - In Butte) .		U - 112 (3) U 229 (15) &	12-31-62	2.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 30 foot concrete slab bridge - Big Spring Creek (Montana 20 - Lewistown Main Street) .
	I 15-2 (17) 130 U 1	9-30-63	1.5 miles grading, four lane divided, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 91 - Butte East) .	123	U - 235 (32)		7.3 miles (2.5 miles grading and drainage) aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 93 - North of Polson) .
	I 15-2 (17) 130 U 2	6-30-63	Three steel girder bridges, one 266 foot - Upper Mine Mile Separation . Dual 193 foot - East Butte Interchange . (U. S. 91 - Butte East) .	124	F - 191 (20) U 1	9-1-63	7.3 miles seeding and mulching . (U. S. 93 - North of Polson) .
	I 15-2 (17) 130 U 3	11-30-63	1.5 miles fencing . (U. S. 91 - Butte East) .	125	F - 191 (22)		4.0 miles seal and cover oiling . (U. S. 89 - Livingston South) .
	I 15-2 (16) 126 U 1	9-30-63	2.6 miles grading, drainage, aggregate surfacing, concrete paving, plant mix bituminous and seal coat oiling . (U. S. 91 - Butte West) .	126	F - 86 (20) U 1	12-31-62	0.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 12 - East of Miles City) .
	I 15-2 (2) 126 U 1	9-30-63	Five structures. Two prestressed concrete beam overpasses, One 301 & 321 foot BA2P NY & CMSTPAP RR. Three steel and concrete overpasses, One 442 & 489 foot - NF RY and Clark Fork. One 244 foot - west Butte Interchange . (U. S. 91 - Butte West) .	127	F - 184 (15)	4-30-63	1.1 miles seeding and mulching . (U. S. 10 - North of Deer Lodge) .
	I 15-2 (16) 126 U 2	9-30-63	2.2 miles fencing . (U. S. 91 - Butte West) .	128	F - 43 (15) U 2	7-30-63	31.4 miles seal and cover oiling . (Montana 43 - West to East of Halston) .
	I 15-2 (2) 126 U 3	9-30-63	0.4 miles fencing . (U. S. 91 - Butte West) .	129	F - 217 (12) U 2 &		
	I 15-2 (16) 126 U 4	9-30-63	Dual 463 foot steel and concrete overpasses - NF RY & CMSTPAP RR. (U. S. 91 - Butte West) .	130	F - 217 (13) U 2	7-30-63	24.0 miles seal and cover oiling . (U. S. 89 - South to North of Emigrant) .
6	I 94 - 1 (5) 51	7-31-63	One 580 foot riveted plate girder bridge - Big Horn River . (U. S. 10 - west of Nysam) .	131	F - FG 215 (7)	6-30-63	0.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 972 foot steel and concrete bridge - C.M.S.T.P&P RY and Clark Fork . (U. S. 93 - In Missoula) .
	I 94-1 (6) 50 U 1 &	9-1-63	5.5 miles grading, drainage, aggregate surfacing, plant mix bituminous surfacing.	132	F - 391 (14)	4-30-63	9.1 miles seeding . (Montana 20 - East of Circle) .
	I 94-1 (4) 51 U 1	9-1-63	One 178 foot prestressed concrete beam bridge - Underpass - Big Horn Interchange . (U. S. 10 - west of Nysam) .	133	F - 189 (7)	4-30-63	6.9 miles seeding . (U. S. 2 - East of Nashua) .
	I 94-1 (4) 51 U 2	12-31-62	1.3 miles fencing . (U. S. 10 - West of Nysam) .	134	F - 232 (5)	4-30-63	9.3 miles seeding . (U. S. 2 - East of Nashua) .
	I 94-1 (6) 51 U 3	9-1-63	4.2 miles fencing . (U. S. 10 - West of Nysam) .	135	F - 153 (8)	10-1-63	9.0 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (U. S. 2 - East of Dodson) .
	I 94-2 (5) 55 U 1	9-1-63	6.4 miles (4.0 miles four lane divided) grading, drainage, aggregate surfacing, and plant mix bituminous surfacing.	136	F - 246 (10)	10-1-63	9.2 miles seeding . (Montana 20 S - West of Glendive) .
	I 94-2 (5) 55 U 1	9-1-63	(U. S. 10 - Southwest of Nysam) .	137	F - 103 (10) U 1 &	12-31-62	11.5 miles grading, cement stabilized base, surfacing, drainage, plant mix bituminous and seal coat oiling . Median 57 & 75 foot treated timber bridges to 36 foot width - Box Elder Creek . (Montana 19 - Hoy Northeast) .
7	I 94-2 (5) 55 U 2	9-1-63	6.4 miles fencing . (U. S. 10 - Southwest of Nysam) .	138	F - 227 (5)	10-30-63	0.8 miles seeding (Montana 16 - South of Culbertson) .
8	I 15-4 (14) 185 U 3	12-31-62	8.6 miles seeding and mulching . (U. S. 10 - North and South of Deer Lodge) .	139	F - 227 (6)	10-30-63	Traffic Signals, signs and highway lighting on Idaho Street . (U. S. 2 - In Kalispell) .
9	IG 90-8 (13) 395	12-31-62	1.3 miles signing and delineation . (U. S. 91 - In Helena) .		F - 227 (5)	10-30-63	6.0 miles plant mix bituminous surfacing . (U. S. 89 - Northwest of Browning) .
	I 90-7 (8) 387 U 1 &	10-30-63	One 249 foot steel and concrete bridge - Overpass - NF RY . (U. S. 10 - West of Columbus) .	140	F - 227 (6)	10-30-63	4.0 miles plant mix bituminous surfacing . (U. S. 89 - Northwest of Browning) .
	I 15-4 (14) 185 U 3	12-31-62	5.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Frontage roads . (U. S. 10 - West of Columbus) .	141	FHP - 13 - 3 (1) *	1963	4.3 miles grading, drainage, aggregate surfacing, and plant mix surfacing . (U. S. 89 - Northwest of Browning) .
	I 15-4 (14) 185 U 3	12-31-62	4.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Frontage roads . (U. S. 10 - West of Columbus) .	142	F - 144 (6) U 2	12-31-62	4.1 miles grading, drainage and base. One 60 foot reinforced concrete bridge - Bear Creek . One 26 foot concrete slab bridge - Devil Creek . (U. S. 2 - Southwest of East Glacier) .
	I 15-4 (14) 185 U 3	12-31-62	Four prestressed concrete beam structures . One 102 foot - Frontage road separation . Dual 133 foot - need joint interchange . One 101 foot - Berry Creek . Two 17 foot and one 21 foot concrete slab junior grade separation . (U. S. 10 - West of Columbus) .	143	F - 315 (16) U 1	12-31-62	12.9 miles plant mix bituminous surfacing . (U. S. 310 - South of Belfry) .
	I 15-4 (14) 185 U 3	12-31-62	5.9 miles fencing . (U. S. 10 - West of Columbus) .	144	F - 180 (5)	12-31-62	Installation of traffic signals and lighting . (U. S. 2 - First Avenue North in Glasgow) .
10	I 90-7 (8) 387 U 3	9-1-63	4.6 miles fencing . (U. S. 10 - West of Columbus) .				11.4 miles grading, drainage and aggregate surfacing. (Montana 44 - Southeast of Fort Pack) .
	I 90-8 (12) 388 U 4	9-1-63	7.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling, fencing and weigh station . (U. S. 10 - Dawson, Wibaux County Line to Wibaux) .				1.1 miles (four lane divided) median concrete curbing - Second Avenue North . (U. S. 89 - Great Falls East) .
	I 94-7 (4) 233 U 2	12-31-62	8.1 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling, fencing and cattle guards . (U. S. 10 - Wibaux to North Dakota State Line) .				
	I 94-7 (3) 240	12-31-62	Three prestressed concrete beam structures . One 163 foot - West Wibaux Interchange, One 286 foot - Beaver Creek, One 173 foot - East Wibaux Interchange, and fencing . (U. S. 10 - At Wibaux) .				
11	I 90-1 (16) 43	4-30-63	6.7 miles seeding and mulching . (U. S. 10 - North and South of Superior) .	201	S - 6 (4)	12-31-62	7.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Townsend) .
12	I 90-7 (10) 327 U 4	12-31-62	11.8 miles signing and delineation . (U. S. 10 - West and East of Livingston) .	202	S - 131 (3) U 1	7-30-63	6.5 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (East of Brady) .
13	I 15-4 (14) 185 U 3	12-31-62	Dual 350 foot steel girder overpass - NF RY . (U. S. 10 - Southeast of Bonner) .	203	S - 258 (4)	12-31-62	7.8 miles grading, drainage and aggregate surfacing . (Junction Montana 20 East - Van Horn South) .
	I 15-4 (14) 185 U 3	12-31-62	One 285 foot prestressed concrete beam bridge - Clark Fork . (U. S. 10 - Southeast Bonner) . On Frontage Road.	204	S - 368 (17)	12-31-62	8.7 miles grading and drainage . (North of Glasgow) .
	I 15-4 (14) 185 U 3	12-31-62	Dual 123 foot prestressed concrete beam overpasses - Frontage Road Separation . (U. S. 10 - Southeast of Bonner) .	205	S - 207 (3)	9-15-63	3.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Wyoming Line North - South of Busby) .
14	I 90-8 (16) 437 U 2	5-31-63	One 74 foot concrete bridge - B.U.W.A. Canal (U. S. 10 - East of Laurel) . On Frontage Road .	206	S - 192 (3)	9-30-63	Dual prestressed concrete beam bridges - I 90 Separation (Southwest of Billings) .
15	I 94-6 (4) 216	4-30-63	4.2 miles seeding . (U. S. 10 - East of Glendive) .	207	FHP 5 - 1 (1) 2 (2) *	1963	13.8 miles plant mix bituminous surfacing . (South of Troy) .
16	I 90-1 (17) 75 U 1	11-1-63	2.8 miles (1.1 miles four lane divided) grading, drainage, aggregate surfacing and plant mix bituminous surfacing . Frontage roads . (U. S. 10 - Alberton West) .	208	FHP - 9 (1) U 2	12-31-62	4.4 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (St. Xavier Southwest) .
	I 90-1 (17) 75 U 2	8-31-63	One 220 foot prestressed concrete beam underpass - Alberton Interchange (U. S. 10 - Alberton West) .	209	FHP 11-1 (1) & S 371 (1) FH*	1963	32.5 miles grading, drainage, and base. Raising of three timber bridges - Lolo Creek (Lolo to Idaho Line) .
	I 90-1 (17) 75 U 3	11-1-63	2.8 miles fencing . (U. S. 10 - Alberton West) .	210	S - 325 (1) U 1	7-30-63	3.4 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . (Southwest of Libby) .
	I 90-2 (13) 78 U 1	11-1-63	2.2 miles grading, drainage, aggregate surfacing and plant mix bituminous surfacing . One 17 foot concrete slab junior grade separation . (U. S. 10 - Alberton East) .	211	S - 335 (2)	12-31-62	5.3 miles grading, drainage, aggregate surfacing . (Southwest of Broadus) .
	I 90-2 (13) 78 U 2	8-31-63	One 123 foot prestressed concrete beam bridge - Grada Separation . (U. S. 10 - Alberton East) .	212	S - 290 (12)	7-31-63	1.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 706 foot riveted plate girder bridge - Missouri River . (Fort Benton Southwest) .
	I 90-2 (13) 78 U 3	11-1-63	2.2 miles fencing . (U. S. 10 - Alberton East) .	213	S - 238 (1) U 1	12-31-62	6.6 miles grading, drainage and aggregate surfacing. (Circle South) .
17	I 15-4 (14) 185 U 3	12-31-62	5.3 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Four prestressed concrete beam structures. Dual 113 foot overpasses - Bear Creek Interchange . Dual 128 foot overpasses Trail Creek Interchange . Dual 335 foot steel and concrete overpasses - NF RY. (U. S. 10 - East of Bowman) .	214	S - 238 (1) U 2	12-31-62	Three bridges, One 193 foot prestressed concrete beam - Medwater River, two 38 foot treated timber trestles - Hell and McDunn Creeks . (Circle South) .
	I 15-4 (14) 185 U 3	12-31-62	5.3 miles signing and delineation . (U. S. 10 - East of Bowman) .	215	S - 366 (6)	12-31-62	4.1 miles grading, drainage and aggregate surfacing . (Sweetgrass West) .
	I 15-4 (14) 185 U 3	12-31-62	6.2 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - East of Forsyth) .	216	S - 105 386 (1)	12-31-62	2.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Northeast of Great Falls) .
	I 15-4 (14) 185 U 3	12-31-62	6.2 miles fencing . (U. S. 10 - East of Forsyth) .	217	S - 221 (2)	12-31-62	5.2 miles grading, drainage and aggregate surfacing . (Thompson Falls Southwest) .
18	I 15-4 (14) 185 U 3	12-31-62	4.9 miles signing and delineation . (U. S. 10 - East of Forsyth) .	218	FHP 9 - 1 (1) *	1962	1.5 miles grading, drainage, and selected topping. One 445 foot reinforced concrete girder bridge - Clark Fork . (East of St. Regis) .
	I 15-4 (14) 185 U 3	12-31-62	5.5 miles four lane divided, grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Three Forks Interchange . Plant mix bituminous surfacing on relocation of U. S. 10 . Frontage Roads . (U. S. 10 - East of Three Forks) .	219	FHP 9 - 1 (1) *	1962	9.0 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . One 38 foot treated timber trestle bridge - Sand Creek . (Northeast of Forsyth) .
	I 15-4 (14) 185 U 3	12-31-62	5.5 miles fencing . (U. S. 10 - East of Three Forks) .	220	S - 255 (2) U 1	7-15-63	9.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Northwest of Geraldine) .
	I 15-4 (14) 185 U 3	12-31-62	Four prestressed concrete beam bridges, dual 128 foot - Lower Madison Road Separation, dual 143 foot - Logan Interchange . (U. S. 10 - East of Three Forks) .	221	S - 2 (15) U 1	10-30-63	1.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Helena) .
19	I 90-6 (8) 277	8-31-63	Four prestressed concrete beam bridges, dual 143 foot - Middle Fork Madison River, dual 92 foot - East Fork Madison River . (U. S. 10 - East of Three Forks) .	222	S - 68 (5) U 1	5-30-63	13.0 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (North of Hilger) .
	I 15-4 (14) 185 U 3	12-31-62	12.7 miles (7.7 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . Dual 118 foot prestressed concrete beam overpasses - Gates of the Mountains Interchange . (U. S. 91 - North of Helena) .	223	S - 213 (4)	7-30-63	0.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (East of Butte) .
	I 15-4 (14) 185 U 3	12-31-62	3.4 miles (2.3 miles four lane divided) grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 91 - North of Helena) .	224	S - 234 (2) U 1	12-31-62	13.4 miles aggregate surfacing, plant mix bituminous and seal coat oiling . (Junction U. S. 2 - East of Nashua North) .
20	I 15-4 (14) 185 U 3	12-31-62	7.3 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - West of Miles City) .	225	S - 12 (9)	12-31-62	4.7 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Harlem North) .
	I 15-4 (14) 185 U 3	12-31-62	7.3 miles signing and delineation . (U. S. 10 - West of Miles City) .	226	S - 82 (1)	12-31-62	5.9 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Northeast of Choteau) .
21	I 94-4 (8) 120 U 1	12-31-62	8.6 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (U. S. 10 - West of Miles City) .	227	S - 239 (9) U 1	12-31-62	6.5 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (South of Chester) .
	I 94-4 (8) 120 U 3	12-31-62	Dual prestressed concrete beam bridges, 185 foot and 190 foot - West Billings Interchange . (U. S. 10 - Southwest of Billings) .	228	S - 398 (2)	10-30-63	9.6 miles grading, drainage and aggregate surfacing . (Northwest of Baker) .
22	I 94-4 (8) 120 U 3	12-31-62		229	S - 9 (9) U 2	7-30-63	8.5 miles seal and cover oiling . (Southeast of Boulder) .
	I 94-4 (8) 120 U 3	12-31-62		230	S - 377 (2)	8-15-63	4.0 miles grading, aggregate surfacing, plant mix bituminous and seal coat oiling . (Whitefish North) .
	I 94-4 (8) 120 U 3	12-31-62		231	S - 77 (6)	12-31-62	0.6 miles grading, drainage and one 142 foot prestressed concrete beam bridge - Smith River . (South of Ula) .
	I 94-4 (8) 120 U 3	12-31-62		232	S - 66 (2) U 2	7-30-63	1.2 miles seal and cover oiling . (Emigrant Southeast) .
	I 94-4 (8) 120 U 3	12-31-62		233	S - 273 (3) U 2	7-30-63	0.8 miles seal and cover oiling . (Northeast of Emigrant) .
	I 94-4 (8) 120 U 3	12-31-62		234	S - 291 (6)	12-31-62	5.1 miles grading, cement stabilized base - drainage, plant mix bituminous and seal coat oiling . (Northwest of Avon) .
	I 94-4 (8) 120 U 3	12-31-62		235	S - 188 (4)	7-15-63	10.1 miles grading, drainage and aggregate surfacing . (North of Galata) .
	I 94-4 (8) 120 U 3	12-31-62		236	S - 402 (3)	9-15-63	7.8 miles grading, drainage, aggregate surfacing, plant mix bituminous and seal coat oiling . (Northeast of Culbertson) .
	I 94-4 (8) 120 U 3	12-31-62		237			
	I 94-4 (8) 120 U 3	12-31-62		238			
	I 94-4 (8) 120 U 3	12-31-62		239			
	I 94-4 (8) 120 U 3	12-31-62		240			
	I 94-4 (8) 120 U 3	12-31-62		241			
	I 94-4 (8) 120 U 3	12-31-62		242			
	I 94-4 (8) 120 U 3	12-31-62		243			
	I 94-4 (8) 120 U 3	12-31-62		244			
	I 94-4 (8) 120 U 3	12-31-62		245			
	I 94-4 (8) 120 U 3	12-31-62		246			
	I 94-4 (8) 120 U 3	12-31-62		247			
	I 94-4 (8) 120 U 3	12					

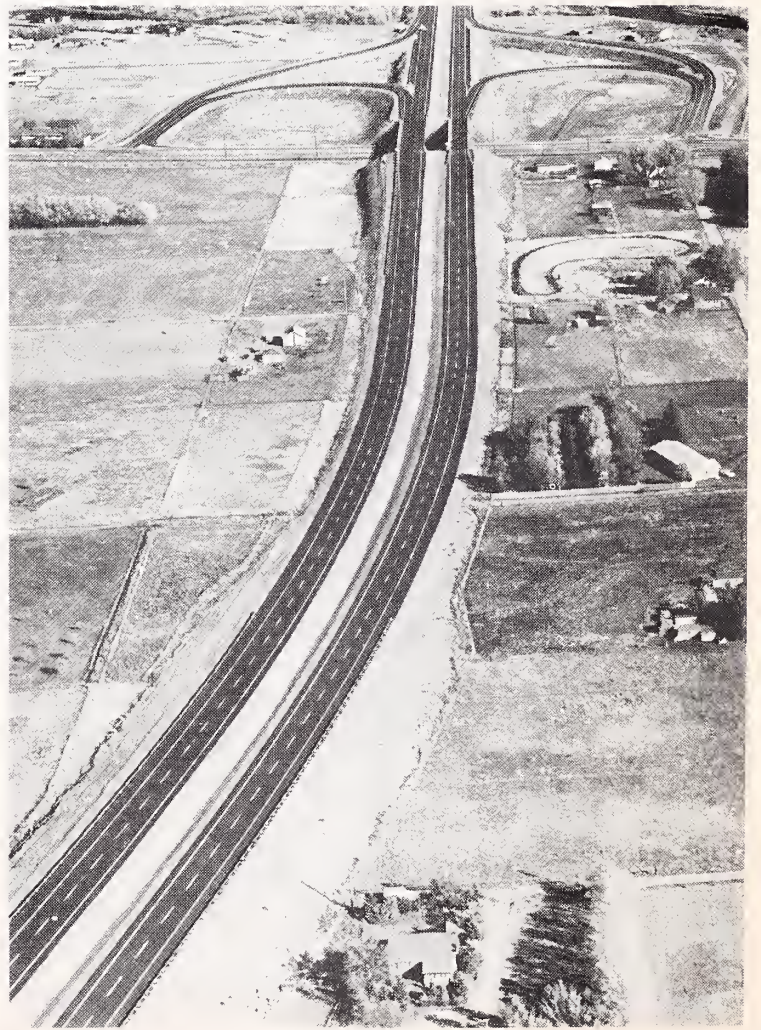


With the addition of Ken Martello to the Information Section, we hope to be able to bring to our readers some graphic displays such as we show here. Ken has shown here how the new Airport Road at Billings will look when complete, and presents a comparison of the present road with the future road. The new four-lane highway will greatly facilitate the movement of traffic between the City of Billings, and the increasingly important air terminal at Logan Field.

RIMROCKS AS THEY ARE NOW

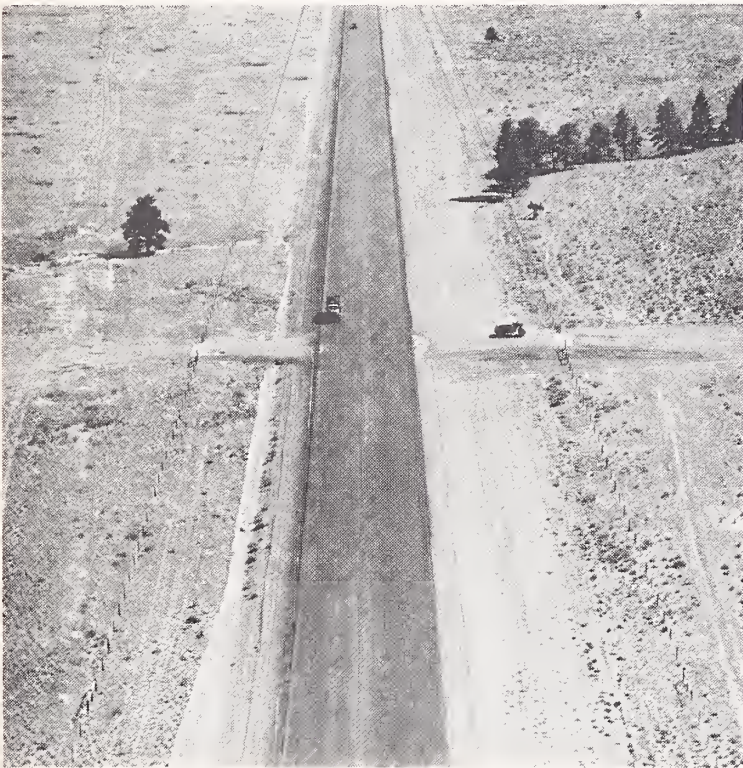


WHEN NEW ROAD IS CONSTRUCTED





Favorable weather for much of the fall has enabled the contractors to get a lot of plant mix paving on the roads. This photo shows a section of Interstate 94 between Miles City and Hathaway that is rapidly nearing completion.



Another section of Interstate 15 is getting the first lift of plant mix on the Sieben Flat north of Helena. This section will be striped by the end of October.

← Upper Left—Steel is being placed on the new bridge across the Big Horn River west of Custer. Upper Right—Oiling is being done on the Rocky Canyon Section of Interstate 90 east of Bozeman, and the grading and gravelling is rapidly nearing completion. This photo is looking down on the Trail Creek Interchange toward the mouth of the canyon. Lower Left—This is the first work being done to build a new highway through the Hysham Hills. Those familiar with that road will eagerly look forward to the new highway. Lower Right—The striping on the section of Interstate 90 leading into the Yellowstone Park Way at Livingston looks in this photo as if it has been drawn on, it has been put on so perfectly. These “lifelines” on our roads are very important as a safety factor.

ROADSIDE REST AREA TO BE ACCELERATED

Prospective tourists to Montana, and those who regularly travel Montana's Highway system should be happy to know that an accelerated program to provide many new roadside rest areas along the Highways is progressing rapidly.

Mr. William Schweyen, landscape designer has been named to design and plan a statewide system of rest areas. Schweyen, a Horticulture and Landscaping graduate of South Dakota College began his new duties with the Highway Department in Helena on October 8.

He previously had been employed by the Forestry and Parks Department in Pierre, South Dakota, and has recently completed a year's tour of duty with the North Dakota National Guard which was activated to federal duty in the fall of 1961.

There are currently some 92 roadside rest areas or picnic areas on Montana's Highway System, some built and maintained by the Forest Service, some by the Highway, and some by local and civic groups. The tourist questionnaires returned to the Highway Dept. from tourists this past summer clearly indicate a demand for more and better equipped facilities of this type, and that had toilet facilities.

“On the Interstate System,” says Fred Quinnell, Jr., State Highway Engineer, “we have planned such areas about every 50 miles. These will be very complete facilities and will provide toilets, tables, fireplaces, running water. The first such facility will be built in Wolf Creek Canyon between Sieben and Lyons Creek on Interstate 15, and within the next 12 months, several more will be under way.

Maintenance of the roadside facilities has been a great problem, and our regular maintenance crews have had this additional duty to perform besides regular highway maintenance, and were not prepared for the heavy usage given the picnic areas this summer. So many people used the picnic areas this year, that it was extremely difficult for our men to keep the garbage barrels emptied. However, in the future, we shall make plans to do so, and wish to assure the travelling public that these areas will be kept clean and in order at all times.”

“Montana is very fortunate in that it has many natural areas that can easily be converted into rest
(Continued next page)

Morris Griffith, Office Engineer, tops the list of those receiving awards for longevity with the Department. In September he received his 35-year pin. Don Scannell of Great Falls received his 30-year award of Joe Keily of Butte, his 25-year pin. Cal Fitzsimmons of Butte was the only recipient of a 20-year pin but 4 men received 15-year pins and four received 10-year recognition, eight men were awarded 5-year pins.

TRAFFIC SHOWS INCREASE

Travel on Montana's Highways continued to show a large increase in September, 1962, over a year ago, according to data obtained from the 27 stationary traffic counters installed at strategic locations around the state.

The entire highway system shows a healthy 8.5% increase in traffic over a year ago, with interstate highways recording 9.4% increase followed by the Primary System with 8.2% and the Secondary System with 7.6%.

The Grand Avenue counter continues to show the highest traffic count with an average of 14,843 vehicles per day, followed by Montana Ave. with 9,223 and U. S. 10 and 91 in Butte near Nissler Junction with 5,602.

ROADSIDE REST AREAS

(Continued from previous page)

areas, and we have had wonderful cooperation from 4-H Clubs, Womens' Clubs and other civic organizations in sponsoring and developing these areas. In Huntley, for instance, a 4-H Club obtained land, purchased a transformer and pump, built tables and has performed outstanding service in providing tables, fireplaces, lights, water for the area, and in addition, keeping the area clean and maintaining it."

"In addition, many cities and towns along the way also provide excellent camp grounds, and we would welcome many more such facilities. The advertising of such facilities on the Interstate Highway will be somewhat of a problem, but we will cooperate to the fullest extent in advising the motorist of such areas."

"With a well-planned program on our part, and with the cooperation of the many interested organizations, we can assure the tourists that Montana's roadside parks will be the finest in the nation."

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana



BULK RATE U. S. Postage PAID Helena, Montana Permit No. 35
